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SUPPLEMENT TO
REPORT NO.

25X1

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THIS IS UNEVALUATED INFORMATION

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25X11. [redacted] the following railroad coal stocks
25X1 [redacted] were available between 6 and 10 November 1

were available between 6 and 10 November 1953:

Railroad District

Date in November

	6	7/8	9	10
Berlin	6.7	6.0	6.4	6.2
Greifswald	6.5	7.2	7.9	8.2
Schwerin	8.0	8.0	8.7	9.1
Magdeburg	6.3	6.0	6.1	6.2
Halle	7.2	7.1	7.2	7.1
Erfurt	5.4	6.2	6.1	6.0
Dresden	8.1	8.7	9.1	9.6
Cottbus	4.2	4.5	4.8	4.7
Average:	6.7	6.8	7.1	7.1

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2. Locomotive Performance scheduled for 1954 (in million ton/km)

Railroad District	Berlin	14,200
Railroad District	Cottbus	11,600
Railroad District	Dresden	21,100
Railroad District	Erfurt	17,890

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Railroad District Greifswald	6,000
Railroad District Halle	25,100
Railroad District Magdeburg	17,600
Railroad District Schwerin	8,110
Total:	121,600

If the volume of traffic would increase by 6.8 percent in 1954, the performance of locomotives would rise by only 2 percent, because it is intended better to utilize the freight space of trains.

b. Locomotive performance expected for 1953 (in million ton/km)

Railroad District Berlin	14,132
Railroad District Cottbus	11,660
Railroad District Dresden	19,500
Railroad District Erfurt	17,020
Railroad District Greifswald	6,028
Railroad District Halle	24,360
Railroad District Magdeburg	16,300
Railroad District Schwerin	7,900
Total:	116,190

It is expected that the actual performance will be increased to 118,000 million ton/km owing to unusually heavy traffic during the fall period.²

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In order to have a sufficient number of serviceable freight cars available in the event of peak traffic a reserve pool of freight cars will be formed, in times of relatively light traffic, by order of the Ministry of Railroads. Only transitworthy equipment checked at railroad repair shops will be included in this reserve pool. Reserve trains will be formed from cars of one type and model only, they normally will consist of 50 two-axle or 25 four-axle cars. The location where the trains involved are to be parked will be laid down by the HV Betrieb (Main Administration for Operations) (OBL). The regional railroad headquarters of the railroad district involved will inform the rolling stock office of the district of the imminent arrival of a reserve train. After arrival of the train, the OBL will be informed accordingly. Switches of sidings on which reserve trains are parked will be locked and the keys will have to be kept under seal at the railroad stations involved. Orders for the employment of reserve trains will only be given by the deputy railroad minister, operations and traffic, through the Main Administration for Rolling Stock.

* Note: Auslandsverwendungsfähig: Literal translation: Suitable for use abroad.

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25X1 1. [] Comment. Railroad coal stocks continued to rise slowly, As compared with the last reported status of 5 November, coal stocks available on 10 November increased by 0.6 days' requirements. [] . The daily coal consumption quota for November was fixed at 22,900 tons of briquette units. [] .

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25X1 2. [] Comment. The data on the expected 1953 locomotive performance was based on performance figures determined during the first three quarters of 1953.

25X1 3. [] Comment. [] The reserve pool of freight cars will mainly be used in connection with sudden Soviet claims on East German freight space. []

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